

AMENDMENT TO THE CLAIMS

1. (Currently amended) A mechanic's track creeper, comprising:
~~a creeper, comprising a body; [,]~~
a support feature disposed on an upper surface of the body,
configured to support a user thereon; and
a rail interface coupled to the body, wherein the rail
interface of the creeper is being operatively
engageable with a first rail having a translational
axis, wherein the rail interface of the creeper
~~comprises a means for ensuring proper alignment of the~~
~~rail interface relative to the rail~~
the rail interface
comprising an outwardly protruding flange disposed on a
first axial end of the rail interface, the flange
configured such that when the rail interface is
operatively engaged with the first rail, the flange is
operatively disposed along a first side-wall of the
first rail, thereby ensuring substantially proper
alignment of the rail interface relative to the first
rail; [,] and
wherein the creeper is enabled to translate from a first
position to a second position along the translational
axis of the first rail.
2. (Currently amended) The mechanic's track creeper of claim 1,
~~wherein the creeper comprises a plurality of rail interfaces~~
~~7, further comprising at least a third wheel and a fourth~~
~~wheel, the third wheel rotatably mounted on the body in line~~
~~with the first wheel, and the fourth wheel rotatably mounted~~
~~on the body in line with the second wheel and at a lateral~~
~~displacement from the third wheel; wherein the third and~~
~~fourth wheels are configured to operatively engage with the~~
~~first and second rails, respectively, the third and fourth~~
~~wheels each comprising an outwardly protruding flange on~~

first axial ends of the third and fourth wheels, respectively, the flange of the third wheel configured such that when the third wheel is operatively engaged with the first rail, the flange of the third wheel is operatively disposed along the first side-wall of the first rail, and the flange of the fourth wheel configured such that when the fourth wheel is operatively engaged with the second rail, the flange of the fourth wheel is operatively disposed along the firt side-wall of the second rail.

3. (Currently amended) The mechanic's track creeper of claim 1, wherein the rail interface comprises a first wheel, capable of being rotatably mounted on the body, and configured to operatively engage with the first rail, wherein the outwardly protruding flange is disposed on a first axial end of the wheel.
4. (Currently amended) The mechanic's track creeper of claim 3, wherein the first wheel is flanged on further comprises a second outwardly protruding flange disposed on a second axial end of the wheel, axially opposing the flange on the first at least one axial end of the wheel, the second flange configured such that when the wheel is operatively engaged with the rail, the second flange is operatively engaged with disposed along a second side-wall of the rail, to ensure substantially proper alignment of the wheel relative to the rail diametrically opposing the first side-wall of the first rail, thereby further ensuring substantially proper alignment of the first wheel relative to the rail.
5. (Currently amended) The mechanic's track creeper of claim 3, wherein the wheel has a side wall flange engaging axial end, such that when the wheel is operatively engaged with the

~~rail, the side wall flange engaging axial end of the wheel is operatively engaged with a side wall flange of the rail, to ensure proper alignment of the wheel relative to the rail further comprising at least a second wheel, configured to operatively engage with the first rail, the second wheel comprising an outwardly protruding flange on a first axial end of the second wheel, the flange of the second wheel configured such that when the second wheel is operatively engaged with the first rail, the flange of the second wheel is operatively disposed along the side-wall of the first rail, thereby ensuring substantially proper alignment of the second wheel relative to the first rail.~~

6. (Currently amended) The mechanic's track creeper of claim 3, wherein the rail interface also comprises a guide bar~~[[],]~~ configured to slidingly contact the side-wall of the first rail~~-~~ disposed such that when the wheel is operatively engaged with the first rail, the guide bar is operatively engaged with a side wall of the rail, to ensure thereby further ensuring substantially proper alignment of the first wheel relative to the first rail.
7. (Currently amended) The mechanic's track creeper of claim 2, wherein the rail interface comprises a plurality of wheels, each capable of being operatively engaged with the rail 3, further comprising at least a second wheel, rotatably mounted on the body at a lateral displacement from the first wheel, and configured to operatively engage with a second rail disposed at a lateral displacement from the first rail, the second wheel comprising an outwardly protruding flange on a first axial end of the second wheel, the flange of the second wheel configured such that when the second wheel is operatively engaged with the second rail, the flange of the

second wheel is operatively disposed along a first side-wall of the second rail, thereby ensuring substantially proper alignment of the second wheel relative to the second rail.

8. (Original) The mechanic's track creeper of claim 1, wherein the rail interface comprises a sliding runner.
9. (Currently amended) The mechanic's track creeper of claim 1, wherein the creeper comprises a translational locking device that comprises a user interface and a brake, configured such that the user interface is accessibly manipulable by a user situated on the support feature to selectively engage or disengage the locking device, the locking device configured such that when engaged, the locking device applies the brake against the rail, thereby which substantially fixes fixing the creeper in a first translational position along the rail; when engaged, and when disengaged, the locking device allows translational freedom of motion of the creeper along the rail when disengaged.
10. (Currently amended) The mechanic's track creeper of claim 1, wherein the body of the creeper comprises:
a lower frame, to which the rail interface is coupled;
a yaw swivel coupling, coupled to the lower frame; and
an upper frame, operatively coupled to the yaw swivel coupling, providing the capability for the upper frame to be yaw rotated about a vertical axis relative to the lower frame.
11. (Original) The mechanic's track creeper of claim 10, further comprising a rotational locking device operatively engageable between the lower frame and the upper frame, such that the upper frame remains substantially rotationally fixed relative

to the lower frame when the rotational locking device is engaged, and has substantial freedom of rotation relative to the lower frame when the rotational locking device is disengaged.

12. (Currently amended) The mechanic's track creeper of claim [[1]] 14, further comprising a means for an upper surface of the body to translate substantially vertically.
13. (Currently amended) The mechanic's track creeper of claim [[1]] 14, wherein the body comprises a configurable upper surface capable of supporting a user in a relatively supine position in a first configuration, and capable of supporting a user in a relatively seated position in a second configuration.
14. (Currently amended) The mechanic's track creeper of claim 1,
~~further comprising a support feature coupled to an upper surface of the body, capable of providing enhanced support for a part of the user's body~~ 2, wherein the first, second, third and fourth wheels each further comprise second outwardly protruding flanges on second axial ends thereof, axially opposing the first axial ends thereof; the first and second flanges of each of the first and third wheels being configured such that when the first and third wheels are operatively engaged with the first rail, the first and second flanges of the first and third wheels are operatively disposed along diametrically opposing first and second side-walls of the first rail on first and second sides of the first rail, respectively; and the first and second flanges of each of the second and fourth wheels are configured such that when the second and fourth wheels are operatively engaged with the second rail, the first and second flanges of the

second and fourth wheels are operatively disposed along diametrically opposing first and second side-walls of the second rail on first and second sides of the second rail, respectively.

15. (Currently amended) A mechanic's track creeper, comprising:
- a creeper, comprising a body; [[, and]]
- a support feature disposed on an upper surface of the body, configured to support a user thereon;
- a rail interface coupled first and second wheels, rotatably mounted to the body, at a lateral displacement to each other; and
- a track, comprising a rail first and second rails, fixed in a substantially parallel disposition at a lateral displacement relative to each other by at least one intermediate crosstie, the first and second rails having with an elongated dimension defining a translational axis, [();] wherein the first and second wheels are rail interface of the creeper is operatively engageable with the first and second rails, respectively, enabling rail, wherein the creeper is enabled to translate from a first position to a second position along the translational axis of the track; and wherein the first and second wheels each comprise a first outwardly protruding flange disposed on a first axial end of the first and second wheels, respectively, the flanges configured such that when the first wheel is operatively engaged with the first rail, the flange of the first wheel is operatively disposed along a sidewall of the first rail, thereby ensuring substantially proper alignment of the first wheel relative to the first rail; and such that when the second wheel is operatively engaged with the second rail, the flange of

the second wheel is operatively disposed along a side-wall of the second rail, thereby ensuring substantially proper alignment of the second wheel relative to the second rail.

16. (Currently amended) The mechanic's track creeper of claim 15, wherein the track comprises a plurality of rails, fixed in a parallel disposition relative to each other by at least one intermediate cross-tie further comprising at least a third wheel and a fourth wheel, the third wheel rotatably mounted on the body in line with the first wheel, and the fourth wheel rotatably mounted on the body in line with the second wheel and at a lateral displacement from the third wheel; wherein the third and fourth wheels are configured to operatively engage with the first and second rails, respectively, the third and fourth wheels each comprising an outwardly protruding flange on first axial ends of the third and fourth wheels, respectively, the flange of the third wheel configured such that when the third wheel is operatively engaged with the first rail, the flange of the third wheel is operatively disposed along the side-wall of the first rail, and the flange of the fourth wheel configured such that when the fourth wheel is operatively engaged with the second rail, the flange of the fourth wheel is operatively disposed along the side-wall of the second rail.
17. (Original) The mechanic's track creeper of claim 15, wherein the track comprises a lower surface that comprises a means for facilitating horizontal motion substantially laterally to the translational axis.
18. (Currently amended) The mechanic's track creeper of claim 15, wherein the rail interface comprises at least one wheel,

having a first and second axial ends, and wherein the rail has a first and second side wall in a corresponding orientation to the first and second axial ends, and wherein the means for ensuring proper alignment of the rail interface relative to the rail comprises a flange on the first axial end of the wheel, operatively engaged with the corresponding first side wall of the rail 16, wherein the first, second, third and fourth wheels each further comprise second outwardly protruding flanges on second axial ends thereof, axially opposing the first axial ends thereof; the first and second flanges of each of the first and third wheels being configured such that when the first and third wheels are operatively engaged with the first rail, the first and second flanges of the first and third wheels are operatively disposed along diametrically opposing first and second side-walls of the first rail, respectively; and the first and second flanges of each of the second and fourth wheels are configured such that when the second and fourth wheels are operatively engaged with the second rail, the first and second flanges of the second and fourth wheels are operatively disposed along diametrically opposing first and second side-walls of the second rail, respectively.

19. (Currently amended) The mechanic's track creeper of claim 15, wherein the creeper comprises a translational locking device that comprises a user interface and a brake, configured such that the user interface is accessibly manipulable by a user situated on the support feature to selectively engage or disengage the locking device, the locking device configured such that when engaged, the locking device applies the brake against the rail, thereby which substantially fixes fixing the creeper in a first translational position along the rail; when engaged, and when disengaged, the locking device allows

substantial translational freedom of motion of the creeper along the rail ~~when disengaged~~.

20. (Currently amended) The mechanic's track creeper of claim 15, wherein the creeper comprises:

a lower frame, to which the rail interface is coupled;
a yaw swivel coupling, coupled to the lower frame; and
an upper frame, operatively coupled to the yaw swivel coupling, providing the capability for the upper frame to be yaw rotated about a vertical axis relative to the lower frame.